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**Automobiles.** One of the chief problems considered at the recent sessions of the New England legislatures has been the proper regulation of automobiles, and the attendant problem, good roads and interstate connections. Recognizing the insistence of this problem, Governor Guild of Massachusetts called a conference of New England governors and highway commissioners for the purpose of discussing the question with a view to making suggestions for uniform laws. The conference met in Boston, November 23 and 24. It was well attended and resulted in the clarifying of opinion on the subject. As an outcome of this conference the Massachusetts highway commission, which had been working on a revision of the automobile laws of Massachusetts, was requested to draft a uniform automobile law. The bill was presented to all of the State legislatures in session and it is expected that its main provisions will be adopted. The bill covers the chief problems involved in the regulation of automobiles. In the main it follows the laws in existence in these States, but adds several new features, two of which are important, namely, registration of non-residents, and the classification of fees to be paid. The problem of the non-resident automobilist has always been difficult to settle with justice to the State and to the non-resident. The bill provides that ten days free time will be allowed to non-residents during which the roads of a state may be used without registration in the State. The laws of Massachusetts already fix a limit of seven days; Connecticut ten days; and Rhode Island twenty days. To this is added a provision enabling summer residents to take out a three months' registration for the months of July, August and September at one-half the annual rates. The fees fixed are based upon the motor power of the vehicles and range from \$2 for a motor cycle and \$5 for a machine of less than ten horse power, to \$30 for machines of fifty horse power or over. The funds collected are to be paid into the State treasury for the administration of the law and for the repair of the highways. The need of this last provision is apparent. It has been demonstrated by tests and observation made by the United States government and by the highway commissioner of Connecticut, New Jersey and Massachusetts, that the high powered, low framed and swift moving automobiles are more destructive to the highways than any other form of traffic. The Massachusetts highway commission estimated that the expense of road repair was more than doubled by the destructive effects of automobiles. The bill also provides for the licensing of chauffeurs and the revocation of licenses by the commissioner or other officer without a hearing when they shall deem the operator to be an improper or incompetent person. Uniform speed regulations are also fixed.

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